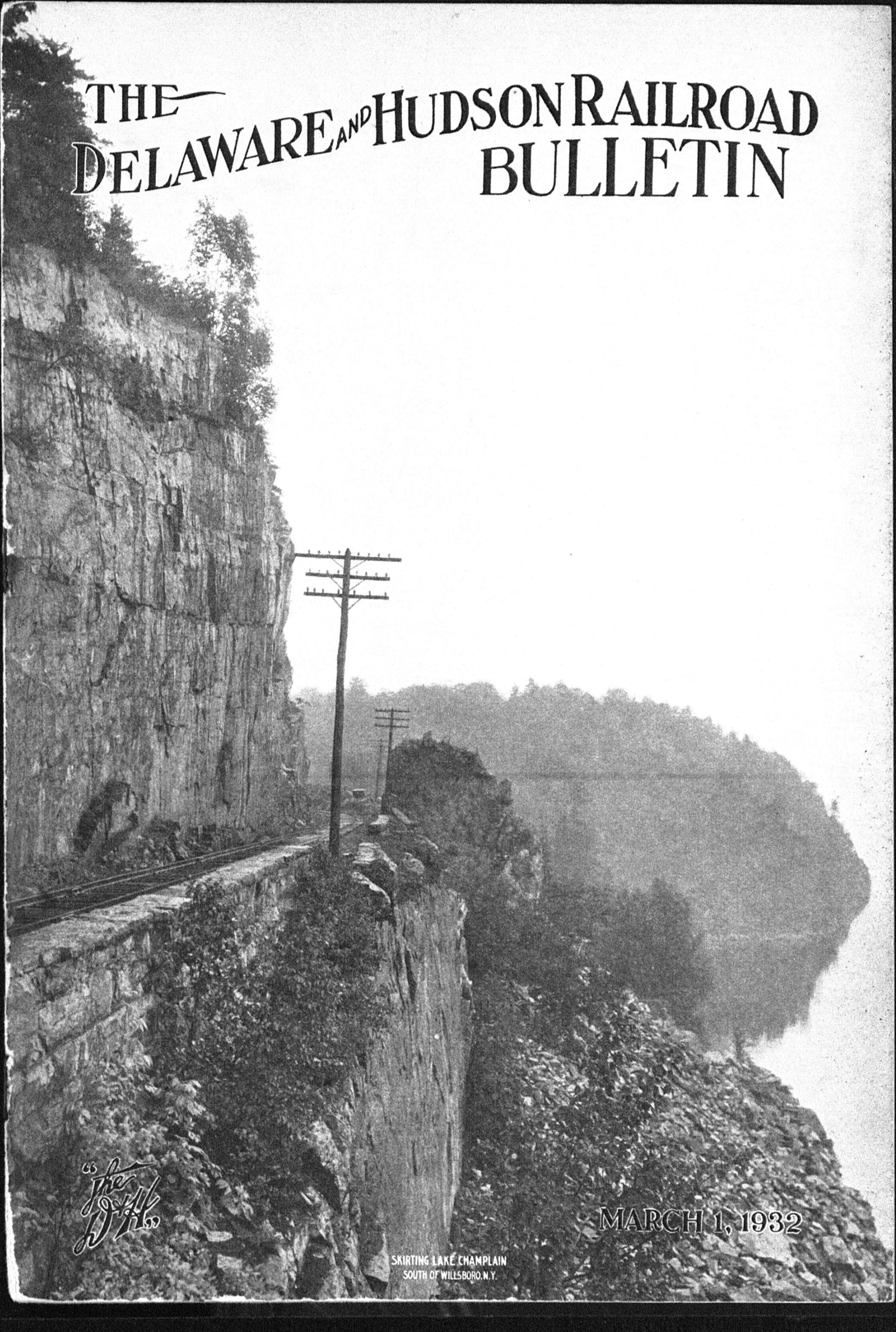
THE DELAWARE AND HUDSON RAILROAD BULLETIN



SKIRTING LAKE CHAMPLAIN
SOUTH OF WILLSBORO, N.Y.

"The D&H"

MARCH 1, 1932

Men!

GOD give us men. The time demands
Strong minds, great hearts, true faith and willing hands;
Men whom the lust of office does not kill;
Men whom the spoils of office cannot buy;
Men who possess opinions and a will;
Men who have honor; men who will not lie;
Men who can stand before a demagog
And damn his treacherous flatteries without winking;
Tall men, suncrowned, who live above the fog
In public duty and in private thinking.

—J. G. HOLLAND.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Never Lost a Fire

In Forty-Five Years on Delaware and Hudson Engines

ELWIN R. SAMPSON

NEVER in all his forty-five years on Delaware and Hudson locomotives did ELWIN R. SAMPSON, retired Pennsylvania Division engineman, lose a fire. Through fair weather and foul, sunshine and blizzards, he invariably kept his engine alive. On one occasion in particular this remarkable record was nearly lost. When the now famous blizzard of '88 struck the Pennsylvania Division in all its fury, he was firing an engine with a train bound from Carbondale to Oneonta. They left Carbondale at 3 A. M. on Monday and were finally trapped that afternoon by the drifted snow at Burnwood, Pa.

In a cut just north of the engine the snow was twenty feet deep. Another train of twenty-five cars was so completely snowed under that only the top of the smokestack and one corner of the caboose showed above the drifts. For three days he and the head man dropped blocks of hard packed snow through the manhole into the tender to keep the fire alive. They finally reached Carbondale on their return trip 96 hours after their departure.

Snow plows were entirely unknown to those railroaders; when a blizzard threatened to paralyze rail traffic they coupled four engines together and hammered their way through.

One other night when MR. SAMPSON'S train was snowbound about four miles south of Ararat, he found a large dead tree lying close to the right of way. Armed with the axe and saw then carried on the engine for emergencies, he chopped and sawed up enough wood to keep the fire going after his supply of coal was exhausted. All night long he nursed the feeble fire until the following day when they were able to force their way through to Herrick Center.

MR. SAMPSON worked for his father on the farm where he was born, near Starrucca, until he was 21 years old. His next five years of employment were spent in an acid and alcohol factory three miles south of Ararat.

Here four-foot pieces of hard wood, maple, beech, or birch, were placed in cylindrical retorts eight feet long and large enough in diameter to accommodate one and one-eighth cords of wood. Each retort unit consisted of two horizontal retorts with a single charcoal fire underneath.

When the wood had been placed inside, the retort was sealed with clay and the opening made doubly secure by locking it with metal keys. At the back, the retort tapered down like a bottle-neck to fit a vertical twelve-inch copper pipe. This pipe led to a tank of cold water in which it was coiled, eventually reducing to two inches in diameter.

The vapor from the wood passed through this coil, where it was condensed into what was known as "liquor," and then through a large still in which the alcohol was separated from the acid.

The alcohol thus obtained was used for cutting rubber. It was so pure that if a person submerged his fingers in it and then withdrew his hand rapidly, the alcohol would have evaporated from his fingers by the time he could see his hand. Should a drop of it be put on the tip of a man's tongue, it would burn like fire. Because it was highly inflammable no open fires were permitted anywhere in the plant.

(Continued on Page 77)

$58,500 Paid in Life Benefits

DURING the three months of November and December, 1931, and January, 1932, the beneficiaries of two retired and 30 active Delaware and Hudson employees received a total of $58,500 in Group Life Insurance benefits. Double the face of four of these Life Insurance policies was paid because of the accidental death of the insured. One engineer's beneficiary received $3,000 in addition to the Life policy under the Special Plan for Engineers. An average of $1,828 was paid to each beneficiary.

The $58,500 total payment was divided as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Abel, Otto B.	Captain	Albany	12-6-31	$2,600
Baran, Michael	Crossing Watchman	Parsons	1-18-32	1,000
Bates, Grant C.	Trainman	Oneonta	1-6-32	500
Bentley, Andrew M. (P)	Flagman	Saratoga	12-1-31	1,000
Bierly, Maurice	Crossing Watchman	Plymouth	12-10-31	1,600
Birdsall, Joseph	Stockman	Oneonta	12-10-31	2,000
Boissonneault, Cleophas	Crossing Watchman	Cohoes	11-18-31	1,000
Bolacker, William	M. C. Watchman	Hudson	12-1-31	1,000
Burgett, Seward H.	Engineman	Oneonta	1-17-32	**4,000
Carey, Joseph	Crossing Watchman	Moosic	12-12-31	500
Conaughty, Frank S.	Conductor	Colonie	12-18-31	3,800
Collins, Robert E.	Freight Painter	Colonie	11-22-31	1,600
Creedon, John E.	Signal Maintainer	Whitehall	12-8-31	*4,000
Demeree, Arthur	Section Foreman	East Windsor	10-31-31	1,600
Drouse, Adam	Crossing Watchman	Moosic	1-4-32	1,000
Durkin, Thomas F.	Trainman	Wilkes-Barre	12-12-31	500
Face, Orval A.	Blacksmith	Oneonta	1-1-32	1,000
Gates, Edward R.	Trainman	Whitehall	12-8-31	1,800
Grady, James	Conductor	Green Island	1-15-32	2,200
Harris, Benjamin D.	Trainman	Oneonta	11-15-31	*4,400
Holloway, Herbert B.	Trainman	Green Island	10-3-31	*2,000
Hopkins, John J.	M. C. Watchman	Carbondale	10-30-31	1,200
Kline, James J.	Crossing Watchman	Green Ridge	12-29-31	1,000
Martin, Michael	Boilermaker	Colonie	11-21-31	1,000
Norton, James M.	Trainman	Oneonta	11-17-31	1,400
Osher, Thomas	Laborer	Colonie	11-29-31	1,000
Parish, Joshua B. (P)	Switch Tender	Oneonta	11-9-31	1,400
Ruddy, Michael A.	Trainman	Oneonta	1-23-32	2,200
Ryan, John	Agent	Ballston	1-11-32	2,600
Shea, Stephen	Trainman	Wilkes-Barre	11-3-31	2,200
Truchan, Mike	Coach Cleaner	Binghamton	11-8-31	*3,200
Wheeler, Leland	Machinist	Oneonta	10-27-31	2,200
			Total	$58,500

(P) Denotes pensioned employee.

* Includes payment under Accidental Death and Dismemberment option.

** Payment of $3,000 included under Special Insurance Plan for Engineers

"This is the Way They Wash the Clothes" at

Colonie's New Laundry

NEATNESS and cleanliness, essential in all branches of railroading, are doubly important in our dining- and parlor-cafe cars where Delaware and Hudson men, immaculately clad in white linen, come into direct contact with a critical traveling public. Their uniforms, as well as the table linen, must always be spotlessly clean.

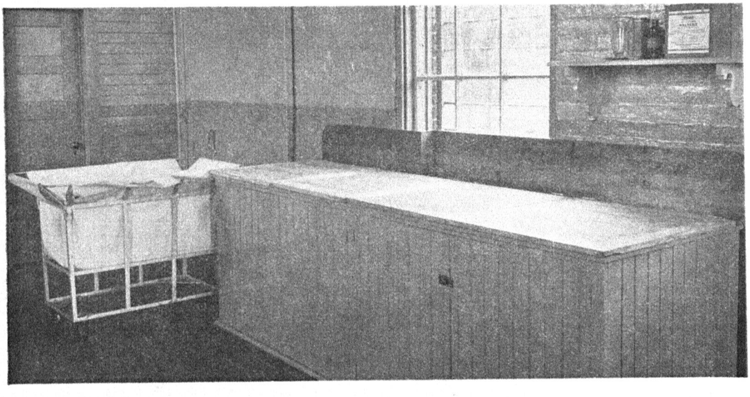
It is equally necessary that the linen used in private cars, and boarding cars, which house groups of Maintenance Department forces, including the Student Engineering Camp, be properly laundered at frequent intervals.

Until recently all this laundry work was done in commercial establishments on each division. However, a model laundry was opened at Colonie on January 4, 1932, under the supervision of the Car Department, in which the linen for the entire system will be laundered in the future. Equipped with modern machinery, the plant has so far shown very gratifying results, among which are centralizing of the entire laundry operation and quicker service.

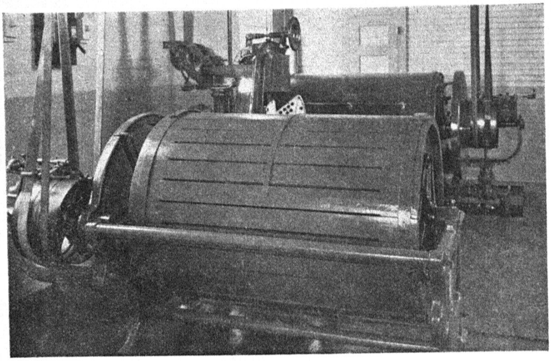
Soiled linen from all points on the line is forwarded to Colonie in steel-framed canvas hampers with wooden tops which are locked during transit. A novel feature of these baskets is an address card which slips into a galvanized iron holder on top. The name of the shipper is printed on one side and the laundry address on the other; by simply reversing the holder the same card is used indefinitely.

Arriving at the laundry, the contents of the hamper is dumped on a large sorting table. This is composed of four sections, each hinged to open upward. Beneath each is a barrel containing respectively: soap, soap powder for cutting grease, cold water ozonite for cleaning blankets, and starch. Other preparations such as bleaches, sours (for removing all traces of soap from the clothes), and bluing are also placed nearby. All available space has been used to the fullest advantage.

On the sorting table the linen is separated into three divisions. Flat work, including sheets, pillow cases, table cloths, and napkins, is placed in one pile; coats, trousers, caps and aprons form a second group. Blankets are handled separately. The pieces are then counted and listed on a form printed especially for the purpose.

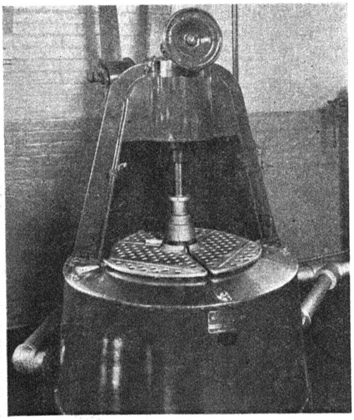


The Sorting Table Has Four Sections



Clothes Washer, Dryer and Tumbler

At this point a close inspection is made to detect and set aside for special treatment all pieces which are stained with fruit juices, rust, or oil. Should they be permitted to go through the washer and ironer before the spots are discovered, the stains would be set and could not be removed. Special preparations are available for removing each kind of stain. For instance, when a rust stain is found, a few drops of a solution are sprinkled on the spot; in a few minutes it has disappeared entirely.



Centrifugal Dryer

Once the linen has been sorted it is placed in the wash wheel, or washer, where it is given a preliminary cold water run of ten minutes. Here soap is used to cut the grease and loosen the dirt. A number of other washings completely remove all spots. Soap powders, bluing, etc., are all carefully measured according to a formula and the temperature inside the machine is likewise closely regulated. Four to five hundred pounds can be washed at one time.

The linen is then placed in a centrifugal extractor which turns at 900 revolutions per minute, removing 75 per cent of the moisture in ten minutes; a longer run will permit almost complete drying. It is in removing clothes from this machine that most of the damage to laundered work is done. It is a tangled, twisted mass, and extreme care must be used to prevent tearing or pulling off the buttons.

A third machine, known as a shake-out tumbler, loosens the knotted linen and more or less straightens it out prior to ironing. From the tumbler it goes to an ironer where all flat pieces are pressed out smooth and deposited on a horizontal board at the base of the machine. The linen is then shifted to a table where it is folded and packed in hampers for shipment. Here it is again inspected for tears, also all pieces not perfectly clean are sent back to the sorting table for another washing.

Coats and trousers are ironed on a motor-driven, steam-heated press of most up-to-date design. Chef's caps are finished on a "puff iron" attached to this machine. Any hand pressing which may be necessary is done on a board with an electric iron placed close by the machine presser.

A double check is made on all incoming and outgoing linen to make sure that no pieces are lost. Laundered linen is returned in paper bundles of standard lots: towels and napkins are packed in groups of 25; the larger pieces, table cloths, table tops, and aprons, are shipped in lots of 10.

Other features included in the laundry are:

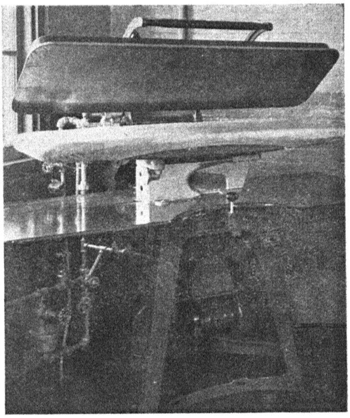
white enameled shelving and tables for bundling; safety guards for all machinery; clothes lines for drying blankets, monel metal trucks for handling the work in the plant; and a special ventilating system. The latter feature is quite novel. In one corner the window is opened approximately one foot from the bottom and is covered with a fine mesh screen to admit only fresh, clean air; at the top of the window is a large electric exhaust fan for expelling steam and impure air.

While the present operating force of the plant consists of a laundry man and a laundress, it is expected that the increase in work during the summer months will necessitate at least one additional employee.

The plant is located in the room formerly occupied by the electrical shop, directly in back of the Divisional Car Foreman's office and adjacent to the coach tracks. This reduces to a minimum the distance the linen has to be moved from the baggage cars to the laundry.

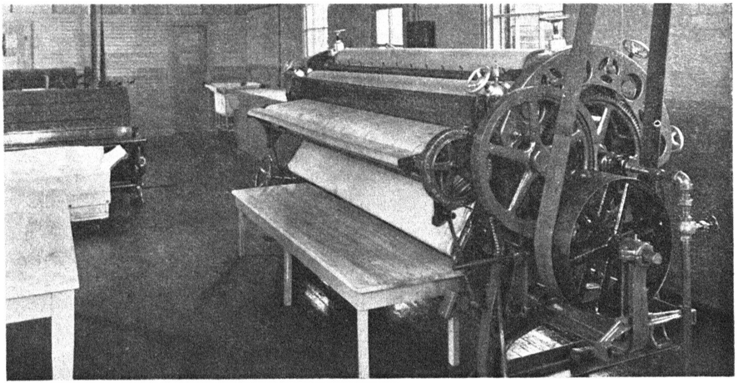
Under the present schedule linen received at 10 A. M. is usually back in the hands of the shipper the following day; in an emergency, however, the laundering time may be reduced to six hours or less.

Extreme care must be taken at all times to see that the machines, tables, and shelving are wiped frequently with a damp cloth so that no dust particles collect which may soil the clean linen. Furthermore, all linen left in the laundry over night to be ironed the next day, is covered with dampened cloth, while blue muslin covers are spread over the trucks and contents to exclude dust.



Steam Presser

At the present time our laundry is handling an average of 500 pieces every day. During the summer season it is expected that its output will be practically doubled.



Mangle and General View of Laundry

Making Maps F

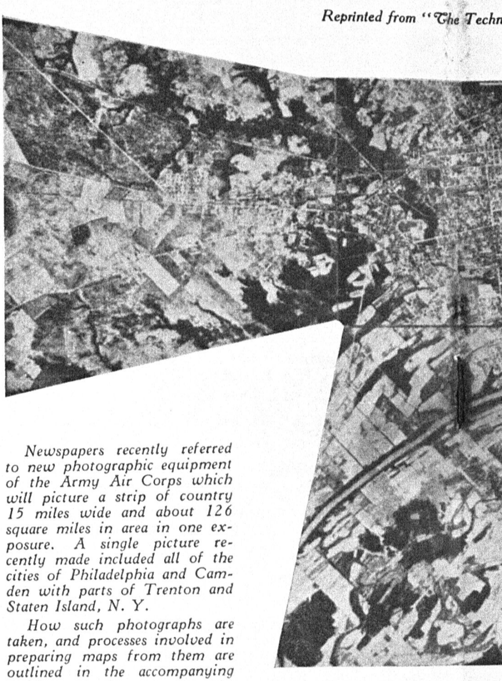
Reprinted from "The Techn

SURVEYORS have taken to the air and map makers have become photographers. Yet the ordinary citizen, while nodding hearty approval to aerial surveying and mapping as an abstract idea with great possibilities, knows but little of the technique of the art. He possesses no real conception of the extensiveness of its use today, nor is he aware of its growing value for the prosecution of manifold human enterprises.

One may confine a discussion of the progress of photographic surveying from airplanes to the decade of 1920-1930 and still include most of the significant steps by which this exceedingly useful art has emerged from the chaos of its initial stages, although this decade does not include certain pioneer feats such as the air survey of Flanders and Picardy by the British in 1916-1917.

As a method of making maps to plan high tension power and transmission lines without arousing the suspicions of landowners that a right-of-way was contemplated, the air survey method made its earlier appeal and, up to 1924, about 25 corporations had availed themselves of it for such a purpose. Meanwhile it was being tried successfully for reservoir surveys, early examples being the mapping of 500 square miles of the Tallapoosa River Valley in 1923 for the Alabama Power Company under the direction of its chief engineer, Oscar G. Thurlow; a 2,000 square-mile survey of the Tennessee River Valley by the War Department at about the same time; for harbor mappings at Mobile, New Orleans, and Boston; for city maps to aid in traffic studies, for taxation purposes, for landscaping of parks and parkways, and in formulating zoning determinations. Kansas City, Newark, and New York were among the first municipalities to use it. Two air maps of New York (400 square miles on a 600-foot scale and a regional one covering 625 square miles on a 2,000-foot scale) were ordered July 10, 1923, and delivered by April 15, 1924.

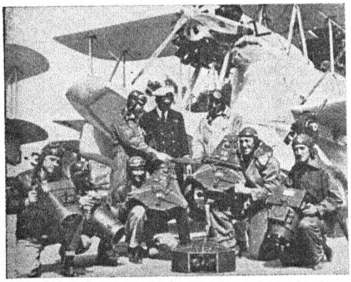
The year 1924 saw the demonstration of a camera by which, on May 2, Lieutenants Macready and Stevens of the Army Air Corps were enabled to make a photograph of Dayton, Ohio, from an altitude of 32,220 feet. This single photographic print showed an area of 19 square miles! A few years later Stevens, flying with the stunting ace of the Army Air Corps, Major James H. Doolittle, reached an altitude in excess of 37,000 feet. A



Newspapers recently referred to new photographic equipment of the Army Air Corps which will picture a strip of country 15 miles wide and about 126 square miles in area in one exposure. A single picture recently made included all of the cities of Philadelphia and Camden with parts of Trenton and Staten Island, N. Y.

How such photographs are taken, and processes involved in preparing maps from them are outlined in the accompanying article.

Photo by Fairchild Aerial

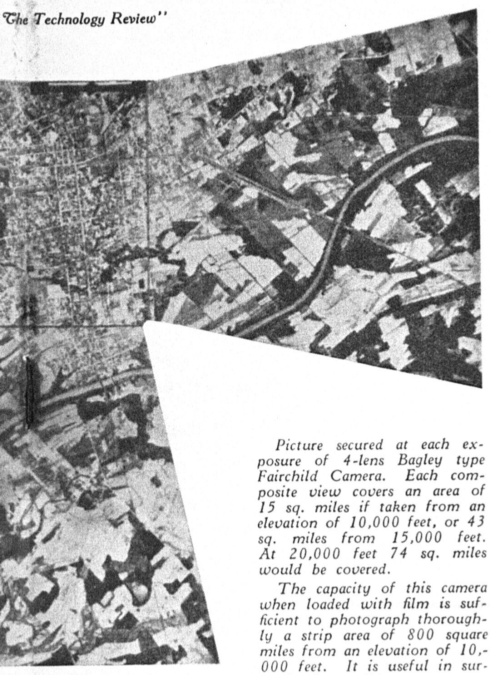


U. S. Navy Photo

Personnel and Equipment of U. S. Navy Alaskan Survey Expedition, 1929

s From the Air

The Technology Review"



Picture secured at each exposure of 4-lens Bagley type Fairchild Camera. Each composite view covers an area of 15 sq. miles if taken from an elevation of 10,000 feet, or 43 sq. miles from 15,000 feet. At 20,000 feet 74 sq. miles would be covered.

The capacity of this camera when loaded with film is sufficient to photograph thoroughly a strip area of 800 square miles from an elevation of 10,000 feet. It is useful in surveying inaccessible country.

child Aerial Camera Corp.

series of perfect photographs was made in spite of an approximate temperature of—70-degrees Fahrenheit, and the seven odd miles of intervening atmosphere.

In sparsely settled areas as well as congested centers it was readily apparent that mapping could be expedited by aerial photography, especially in regions where difficulties of the terrain, climate, absence of water, and transport impeded the progress of land parties. The aerial method in such regions literally surmounted the hitherto arduous task of getting over the ground imposed by the presence of high mountain ranges, deep canyons, and desert wastelands encountered in the southwestern United States, and by the countless lakes and practically impenetrable muskeg swamps of Canada. In Canada, air maps as a means of estimating stumpage, quickly pointed the way to the supersession of the old-time timber cruiser.

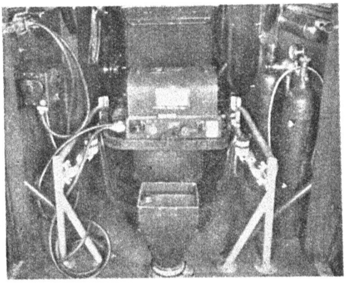
An early example of its use for flood control studies is found in the airmap of 325 square miles of the Colorado River Delta. There, in a territory subject to shifting channel conditions and flooding from the river's overflow, the planning of levees to protect the adjacent and very fertile Imperial Valley was made possible without the hardships, enormous expense, and delay incident to the use of ground surveying methods. Similarly, aerial photography was invoked by the Survey of India to map the swamps and forests of the Irriwaddy Delta.

It is a far cry from these not-so-old but nevertheless pioneer accomplishments to the present-day possibilities. Now, for practical purposes, we stand at the close of the first ten years of the history of aerial photography in surveying and find under way stupendous air-mapping programs which less than five years ago would have seemed fantastic.

Begun a year ago, this winter's five month schedule calls for the photographing of an additional 9,000 square miles of the lower Mississippi basin for flood control studies. Contracts for this were let by the War Department last October to the Curtis-Wright Flying Service which will use five planes to make the 14,000 exposures necessary. To keep under the allowable one per cent error limit, these planes must fly constantly within a ten-foot range of 12,400 feet in altitude.

But, as this cannot always be accomplished,

(*Continued on page 75*)



U. S. Army Air Corps Photo

Automatic Mapping Camera Mounted In Fairchild Cabin Plane

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 12 March 1, 1932 No. 5

Railroads and the Nation

THE world-wide and protracted depression in business has hit the United States' railroads a staggering blow. Huge shrinkage in their revenues is reflected, of necessity, in their expenditures. In 1931 their direct cash contributions toward keeping the other industries of the nation in motion were less than half of what they were in 1926 and, roughly, only about 60 per cent of what they were in 1930, when the pinch of depression first began to be felt in real earnest.

But in the face of these facts—and still worse—last year when all business was actually battling for continued existence and the railroads were being squeezed more desperately than most of the other industries they managed to pour an average of more than $72,000,000 a month into general trade channels, according to a survey made by the Schenectady Chamber of Commerce which is substantiated by a fact finding expedition conducted and set forth by the *Railway Age*.

The transfusion of vital energy into the whole national business system was made by the railroads in the face of the greatest shrinkage in their business in recent annals, and in spite of the fact that their expenditures for equipment were, in proportion to the need for them, pitifully meagre. Where from five to ten new cars were needed they were barely able to find money for one or two and about the same proportion of replacement to requirements obtained for locomotives.

For the nine years ending December 31, 1930, United States railroads spent an aggregate of $7,170,989,000 on equipment, roadbed and structures beside their expenditures of millions daily for maintenance and operation, mostly in wages. What this huge participation in nation business affairs meant on the national balance sheet is obvious. Economists are now pointing out that there must be public realization of the tremendous significance to all the people of the nation of what continuance of this tremendous railway system as a going concern means.

And the railroads cannot much longer endure as going concerns, the statisticians demonstrate, unless this public realization is aroused and crystalized into public sympathy and support in their present desperate struggle to recover the ground cut from under them by unfairly fostered competition and popular indifference to or ignorance of the most illimitable gravity of the consequences entailed.

Next to agriculture the railroad industry is the greatest in the United States. This country possesses about one-third of the railway mileage of the entire world and its rolling stock transports about one-third of the total of the world freight. Maintenance or otherwise of this industrial colossus means continued influx into or withdrawal from our national affairs in the form of purchases of supplies and payment of wages and salaries of approximately three billion dollars a year. The condition of this great industry alone almost spells the difference between national depression and national prosperity, the experts who have analyzed the situation assert.—*The Schenectady Gazette.*

Where Are You Going?

WE walk more briskly and drive more surely when we have a destination and know our directions.

Well-conceived plans clear the way for their execution. This is the reason why the so-called busy man is invariably a more effective worker than a man who has plenty of time on his hands.

The requisite for getting anything is to know what you want. Thousands of people have built a home, enjoyed a tour in foreign lands, and acquired a comfortable competency by making a straight, earnest drive for these achievements. They have not indulged in aimless dreaming, undecided whether they would like to be a movie star or a banker.

Many of us who think ourselves misfits have only ourselves to blame. The reason we don't find what we want is that we don't know what we are looking for.

"The world steps aside to let the man pass who knows where he is going."—*Nation's Business.*

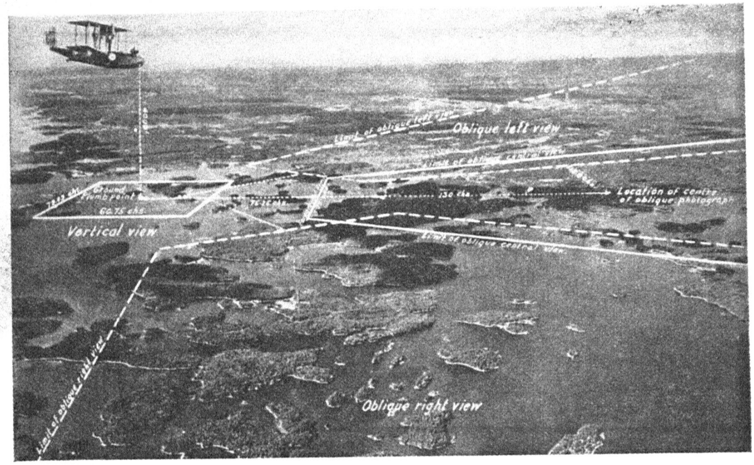
Making Maps from the Air

(*Continued from page 73*)

even with the finest piloting aided by the sensitive new type Paulin altimeters, it will probably be necessary to enlarge or reduce most of these 56,000 photographs to scale, thus illustrating one of the factors which still make for high production costs in aerial surveying. Besides the work in the lower-Mississippi Basin, Fairchild Aerial Surveys are at present engaged in mapping the Missouri Basin from the mouth of the river to Yankton, South Dakota, and another organization is mapping extensive areas in the Ohio Valley.

The Missouri River project includes approximately 2,500 square miles and the Ohio River project approximately 1,000 square miles. Probably the largest strictly commercial undertaking of the past season was a continuous strip map two miles wide extending from the Texas Panhandle to Chicago, a distance of approximately 1,000 miles. This survey was made for the construction of a natural gas pipe line and the entire field work was completed in less than 60 days.

In its simplest form, making a map by means of aerial photographs is accomplished by assembling them into a mosaic. A camera is installed in a plane with the lens pointing downward through a hole in the bottom of the plane. Upon an available quadrangle map of the U. S. Geological survey, or other suitable existing map, the area to be covered is noted and a "guide of flight" line determined. The altitude at which the plane should fly is obtained as follows: If the area in question is to be mapped at a scale of one inch equals 800 feet and a 12-inch lens is to be used, multiplication of the two factors (800 x 12 equals 9,600) gives the altitude in feet which the plane must maintain.


Limit of oblique left view
Oblique left view
Limit of oblique central view
Ground Plumb point
60.75 chs.
Vertical view
130 chs.
Location of centre of oblique photograph
Limit of oblique central view
Limit of oblique right view
Oblique right view

Showing Relative Areas Mapped by Oblique and Vertical Methods

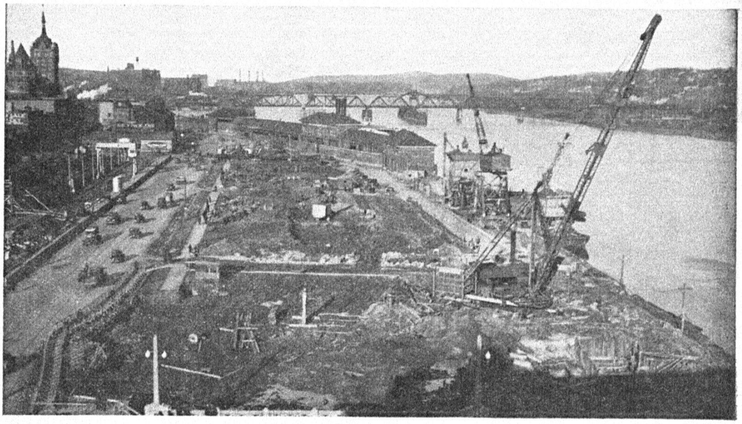
In making an actual survey, the pilot flies along the "guide of flight" lines, back and forth, forming "strips" until the entire area has been photographically covered. The consecutive exposures are timed so that they overlap each other like shingles by about 600 per cent and the "guide of flight" lines are spaced so that the strips overlap each other by about 50 per cent. This overlap makes it possible to use only the central portion of each photograph which alone is in true vertical projection; the overlap moreover, allows stereoscopic study of the terrain, which adds the third dimension, or perspective, to any portion of the ground covered.

After the photographs are developed the scale ratio of each print is carefully figured, checking to known distances on the equivalent terrain. Any inaccuracies of scale are corrected by this ratio figuring and then each print is rephotographed to a common accurate scale. The central portions of these corrected photographs are assembled into a mosaic of the terrain covered, triangulation points, highway and railway maps, and data from field notes being used as "controls." A negative of the mosaic itself is then made and from prints of this negative are produced copies of the finished air map.

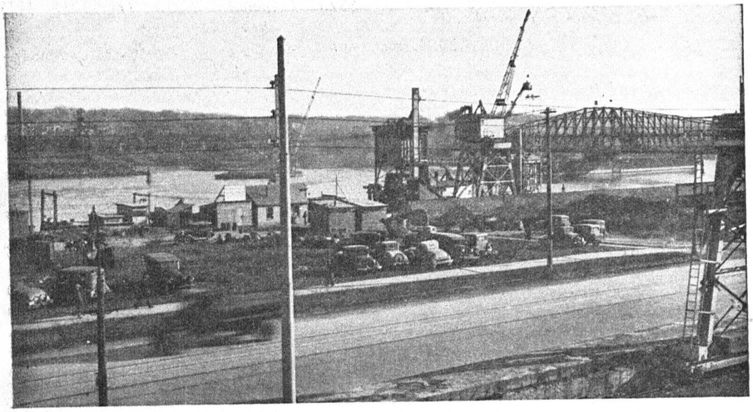
Cameras are now available which register automatically the year, month, day, hour, minute, and second a photograph is taken; the level condition of the camera; the altitude; number of the exposure and the focal length of the lens on each photographic negative. An intervalometer provides for automatically tripping the camera shutter at a predetermined interval which is exactly right to secure the necessary overlap of a photograph on the one preceding. The recording feature is seldom incorporated on aerial cameras for commercial use, but the automatic operation feature is extensively used. It is in military operation that the recording camera is valuable. A pilot with such an instrument installed in a fast pursuit airplane can fly at extremely high altitudes and at great speed to map an extensive area without the help of a camera operator. Every photograph will contain a record of the data previously mentioned.

But the field of view of each picture made by the usual single lens mapping camera covers only a restricted area. For instance, a single lens camera of 12-inch focal length at 10,000 feet altitude produces a usable area from each photograph of about 0.65 square miles, at a scale of about 830 feet to the inch. So multiple-lens cameras have been perfected and one four-lens instrument under the above conditions gives a usable area for mapping purposes of 4.0 square miles for each simultaneous exposure of the four negatives at a scale of about 1,500 feet to the inch. The single lens camera cuts a swath of 1.4 miles in width per flight strip, the four-lens camera, one of 6.2 miles. Thus an economy in flying time is effected. One exposure is taken vertically, the other three are oblique shots and they must be "transformed" or rectified before being used in map compilation. This, however, is easily accomplished in a special printing device.—(Extracts from an article by Crockett A. Harrison).

Building Albany's New Bridge



How Riverside Park has been sacrificed to permit the construction of the new bridge spanning the Hudson is shown by the above photograph. The Delaware and Hudson tracks, which are located at the extreme left, (the tower of the office building showing in the background,) will be relocated where Broadway now appears, the latter being replaced by an elevated highway approach to the bridge in the location of the present railroad tracks.



Open weather has permitted preliminary work on both sides of the river during the winter

Never Lost a Fire

(*Continued from page 68*)

Special precautions had to be taken in barreling this alcohol. A quantity of light glue was poured in the barrel, which was then tumbled about to completely coat the inside. When the glue had dried the barrel was ready to receive the alcohol.

Slaked lime was added to the acid, producing a product not unlike sugar in appearance, which was put in bags and shipped out for use in making acid vinegar.

When the distilling process was completed all that was left of the hard wood was charcoal which was used later to heat the retorts and continue the operation.

About one and one-half years after leaving the acid factory, MR. SAMPSON was hired by Master Mechanic C. E. Rettew as a fireman at Carbondale. He was immediately put to work with engineman John E. Mack on engine No. 38 running between Carbondale and Nineveh, at $1.70 for each round trip. By that is meant that he received the same amount whether the round trip took 8 or 80 hours. In fact, the most MR. SAMPSON ever made in a month while firing was $65 for 29 days' work.

In May, 1899, he became an extra engineman and he never fired another engine. After one and one-half years MR. SAMPSON got his first regular run on a freight train between Carbondale and Nineveh. In the next 32 years he held various positions in both freight and passenger service on the Pennsylvania Division. His last run, which he held for a number of years prior to his retirement, was between Nineveh and Lanesboro on the local freight.

Of all his miraculous experiences none can quite equal one which occurred at Tuscarora while he was pulling a train of sixteen cars of strawberries from Wilkes-Barre to Oneonta. The standing orders on that train were to get over the road as fast as possible. One day, when business was particularly brisk, he was asked how fast he could make the run from Jefferson Junction to Oneonta; after a rapid calculation he replied 1 hour and 20 minutes.

Approaching Tuscarora at 55 miles per hour the operator took the green board away from him and threw the switch for a short siding. In an instant he opened the throttle and shut his eyes.

"We're gone!" shouted the conductor just as they struck the switch. The drivers on the right side were lifted clear of the rail by the impact, but settled back on the rails and not a single pair of wheels was derailed.

For many years MR. SAMPSON has been a Vice-President of The Delaware and Hudson Veterans' Association of which he is a charter member. He takes a very active part in its affairs, attending all meetings of the regular organization as well as the Forty Year Group. He and Mrs. Sampson now live at Nineveh, N. Y.

A New System

RECENT visitors to the Delaware and Hudson Library have, no doubt, noticed a new sign, prominently placed, requesting that a "loan blank" be filled out for each book before it is *taken from the room.*

The librarian is eager to assure you that this is not intended to make the borrowing of any library material more complicated. The books and magazines are there for your use.

There are two reasons for the new system: first, that there may be a complete list of the employees who are availing themselves of the library privileges, and second, that the librarian may always know exactly where each book is.

Listed under "Construction" and "Accounting and Finance" the following books are available:

CONSTRUCTION

656	*Alfred Weber's Theory of Location.*
721	*Allowable Pressures on Deep Foundations* by Elmer L. Corthell.
361	*American Railway Bridge and Building Association, Proceedings,* 1926, 1927, 1928, 1929.
620	*Concrete Costs* by Taylor and Thompson.
620	*Concrete, Plain and Reinforced* by Taylor and Thompson.
690	*Concrete Reinforcement,* Pittsburgh Steel Products Co.
656	*Construction, New Ideas in Locomotive*—Vol. H-I, 1911-1924; Vol. H-2, 1925-1928.
656	*Construction, Railroad*—Vol. M-I, 1911-1924; Vol. M-2, 1925-1928.
080	*Construction, A Treatise on Architecture and*
620	*Design and Construction of Dams* by Wegmann.

ACCOUNTING AND FINANCE

360	*Accountants Assn. Proceedings of American Street and Interurban Ry. Assn.* 1910.
360	*Accounting Officers, Assn. of Transportation and Car Statistics,* 1917-1918.
657	*Accounting Procedure, Railway* by Woodson—1923, 1924, 1926, 1927, 1929.
656	*American Railroad Economics* by Sakolski.
657	*Auditing Theory and Practice* by Robert H. Montgomery.
656	*Catalogue of Books on Railroad Economics,* Bureau of Railway Economics.
332.6	*Commercial and Financial Chronicles.*
332.6	*Corporation Service, The*—1911, 1912, 1913, 1914, 1915.
656	*Earning Power of Railroads,* by Mundy—1911, 1913 1925, 1929
332.6	*Manual of Industrials, Poor's*—2nd Annual Number, 1911.
	Manual of Industrials, and Public Utilities, Poor's—3rd Annual Number 1912
	Manual of Industrials, Poor's—1913, 1914, 1915, 1916, 1917.
	Manual of Industrials and Public Utility Section, Moody's—1916.
	Manual of Industrials, Moody's—1917, 1918.
	Manual of Industrials, Poor's—1920, 1921, 1922, 1923, 1925 to 1929, incl.
	Manual of Industrials, Poor's and Moody's—1924.
332.6	*Manual of Railroads, Poor's*—1878 to 1917 incl., 1920 to 1929 incl.
	Manual of Railroads, Moody's—1916, 1918.
332.6	*Moody's Analysis of Railroad Investments*—1909, 1910, 1913, 1915, 1917, 1920.
332.6	*Moody's and Poor's Manual of Public Utilities*—1913 to 1929 incl.
332.6	*Old Colony Trust Company, Analysis of Railroad Corporations.*

Help ! Officer !

The chief constable of a small town was also an expert veterinary surgeon. One night the telephone bell rang. The chief constable's wife answered it.

"Is Mr. Blake there?" said an agitated voice.

"Do you want my husband in his capacity of veterinary surgeon or as chief constable?" inquired the woman, rather pompously.

"Both, madam," came the reply, "We can't get our new bulldog to open his mouth, and there's a burglar in it."

Careless

"Yes," said Mrs. Newkind, "my husband is awfully careless; he's always losing the buttons off his clothes."

"Perhaps, my dear," replied Mrs. Oldstyle, gently, "it is because they are not sewn on carefully enough."

"That's just it! He's so frightfully slipshod with his sewing."—*Tid-Bits.*

Clicks from the Rails

Kitten Mascot

Some time ago a small kitten was observed in the North Canal, at Lawrence, Mass., frantically striving to hold on to a rather smooth piece of bridge support. Although a number of persons were watching it, no one attempted to assist it in its fight for life. Crossing Watchman Daniel Livingston took a grappling hook, covered the end with burlap and lowered it to the kitten. The feline sunk its claws deep into the bag and was drawn to safety. Some milk and warm food was procured and the kitten recovered rapidly. Now Mr. Livingston has a new shanty mascot.

◆

Chimpanzee Special

Hundreds of people crowded around a special car in the North Station Yards, Boston, recently to see the famous Hollywood chimpanzees which had been brought east for an exhibition. The private car of the animals, who wear children's clothing, was greeted by a band, a police escort, and dozens of rail officials and newspapermen. The chimpanzees had luncheon in their car, "The Lexington," en route to Boston, with a steward to direct the serving of cream of wheat and other "chimp" delicacies.

◆

Satisfied Patron

Of all the thousands who viewed the exhibits of modern sleeping car equipment which the Pullman Company displayed in several important stations, probably the one most satisfied was the man who entered the Pennsylvania station in New York late one Sunday night. He was rather more than slightly "under the influence," but not so much so as to make him overlook a good thing. Finding the exhibit to his liking, he carefully crawled into one of the berths and went to sleep.

Popular Conductor

Passenger Conductor L. C. Prescott of the Boston & Maine, running into Stoneham, N. H., is the proud possessor of a solid silver lantern which was presented him in 1891 by the students of Tufts College and other patrons of the "11:25 for Stoneham." In addition to the lantern Mr. Prescott has several other gifts from the students of the college including a gold-headed cane, and a gold watch, chain, and punch. He uses the silver lantern only on each anniversary of its presentation.

◆

Invisible Switching

More than 500 suburban trains are operated in and out of Randolph Street station, Chicago, daily under the direction of men who cannot see the tracks. An "interlocking" room, provided with a variety of signals, shows just where each train is and what it is doing at all times. Switches are thrown and directions are flashed from this room for the guidance of the men in charge of the trains.

◆

Famous Railroader

Henry Clay, Kentucky's immortal statesman, was also a railroad pioneer according to a recent issue of *Railway Age*. Mr. Clay presided over the first meeting of the stockholders of the Lexington & Ohio railroad, which is now part of the Louisville and Nashville, between Lexington, Ky., and Frankfort.

◆

Train Hits House

An abandoned building, blown upon the New York, Chicago and St Louis Railroad tracks by a wind storm, derailed a Pennsylvania Railroad freight train. The engineer said he was unable to see the building in time to stop. No one was injured.

Puzzling Signature

An employe of the Boston & Maine Pass Bureau recently came across a pass on the back of which was what appeared to be hieroglyphics. It had been issued in favor of El. Comacho, a lecturer, of the Chicago, Burlingon, and Quincy Railroad Company. Later, through some autographed pictures of the lecturer, it was found that he was a ruler in India, and that the strange markings on the pass were his signature in Hindu script.

◆

Accident Prevention

Virgin blue clay being removed in connection with the excavation of a grade crossing elimination project at Elsmere, N. Y., was found to be of the same grade as is used for clay modeling. So many children came to the site to get the clay that the Delaware and Hudson Safety Department had several cartloads moved to the schools both in Elsmere and Delmar thus eliminating the possibility of injuring the youngsters who came "on the job" after modelling material.

◆

Ninety-Foot Rails

Ninety-foot rails are to be substituted in England for the present 30, 45, and 60-foot lengths. It has been calculated that with the rail now used a car truck jolts up and down 117 times per minute at 40 miles per hour; with 90-foot rails these impacts will be reduced to 39 per minute. In addition to making riding smoother they are expected to decrease noise and wear.

Just Going About!

I READ in a book
Where a man, called Great,
Went about doing good.
It is very disconcerting to me
That I am so easily satisfied
With just going about!

—GEORGE SMALL.